





# J. T. SHAW, Tailor & Outfitter.

HONGKONG HOTEL,  
QUEEN'S ROAD.



Hongkong, November 1, 1909.

## THE BIRD IN THE HAND

(A BIRD IN THE HAND IS WORTH TWO IN THE BUSH.)

The bird in the hand is the merchant who is the customer while the store. It requires some sort of attraction in the first place to get the customer there—about the best attraction is a real, live advertisement—something good that will catch the eye and that has been carefully written, artistically compiled and strikingly set up. Advertisements in the China Mail and Overseas China Mail read the best. Look the best and give the best results.

Hongkong, April 12, 1910.

## SARAWAK GOVERNMENT COLLIERIES.

BROOKSTON (N.W. COAST BORNEO).

BEING appointed AGENTS for the above Collieries, we beg to state that they are now in a position to supply their NEW DEEP SEA COALS at LABUAN or BROOKSTON at reduced rates. Brookston Harbour free of all Wharf and Harbour Dues. Large Stocks at either of the above ports always on hand. Good anchorage. Pilot sent to meet steamer. Safe mooring and quick despatch.

For particulars apply to  
A. GARD, THORSEN & CO.,  
(Cable Add. "Over" Hongkong),  
SARAWAK GOVT. AGENT,  
(Cable Add. "May" Labuan),  
Hongkong, February 14, 1910.

## INTERNATIONAL COMMERCIAL INTELLIGENCE BUREAU.

AMSTERDAM, BRUSSELS,  
60, DAMRAK, 21, BO DE JARDIN  
BORNEO.

Director: J. SENDEN.

This Bureau which aims quite disinterestedly at promoting business relations between different countries, furnishes gratis:

Offers in various Articles.  
Addresses, etc., etc.  
In short, any desired information, which can be of use in promoting commercial intercourse.

References all over the world.

Kindly address all inquiries to the DIRECTOR at AMSTERDAM.

Hongkong, June 11, 1910.

## THE TYPHOON MAP

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.  
EVERYONE SHOULD HAVE IT.

Price Ten Cents.

From the "China Mail Office" September 24, 1910.

## BENGER'S

Benger's Food is soothing and satisfying. It contains all the elements of a natural food in a condition suitable for immediate absorption. When milk alone is heavy and unsatisfying, Benger's Food, made with milk, is appetizing and nutritive. Benger's Food should be used.

For INFANTS, INVALIDS, AND THE AGED, for healthy development in infancy, for rebuilding strength in weakened systems, and for the preservation of old age in usefulness and vigour.

Readers can obtain a 48-page booklet, "Benger's Food and How to Use It," which contains a "Cook's Guide to the Baking of Infants," and practical information on the care of infants, etc., on application to Benger's Food Ltd., One West, Manchester, England.

Benger's Food is sold in this by "Drugists, etc., everywhere."

## HUGHES and HOUGH,

AUCTIONEERS AND COMMISSION AGENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Executor of the Will of the late W. L. LAMBERT, (deceased) to sell by Public Auction,

on MONDAY and TUESDAY, the 26th and 27th September, 1910, commencing each day at 9 a.m., at "ROSEVILLE," WANCHAI ROAD,

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE

comprising:—

Teakwood Hatstand with Glass, Oval, mantel, the Bevelled Glass, Double and Single Iron Bedsteads with Wire and Rattan Mattresses, Teakwood Wardrobe with Bevelled Glass, Marble-top, Washstand, Toilet Sets, Dressing Table with Bevelled Glass, Lady's Desk, Bookcases, Teakwood Extension Dining Table and Chairs, Glass Chandeliers, and J. P. Ware, Oil Paintings, Water Colours, Engravings, Porcelain, Japanese and Chinese Ceramics, a large quantity of Canton Carved Blackwood Ware;

Also

One Cottage Place by Uthman & Co., One Iron Safe by "Chubb's,"

And

A quantity of Plants in Pots.

On view from Saturday, 24th Sept. Catalogue will be issued.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, September 17, 1910. 1187

PUBLIC AUCTION.

THE Undersigned have received instructions from H. PAXY SARRA, Esq., Liquidator for the Hongkong Milling Co., Ltd., to sell by Public Auction,

on TUESDAY, the 27th September, 1910, at 11 a.m., at No. 5, QUEEN'S ROAD CENTRAL, Top Floor,

A QUANTITY OF VALUABLE OFFICE FURNITURE,

comprising:—

American Roll-top Desk, Writing Tables, Revolving Stationery and Bookcases, 3 Shantung Pine Cabinets, a number of Large Pictures in Frames and a quantity of Signalling Flags, etc., etc.;

Also

Two well-made Camphorwood Bedsteads, One Rubber Bicycle in good condition and One Megaphone.

On view from Saturday, 24th in is.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, September 21, 1910. 1116

CHEONG HING.

HAS ALWAYS ON HAND A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

BUSINESS COMMENCED,

WEDNESDAY, 13TH JULY

HONGKONG, 77, QUEEN'S ROAD CENTRAL.

Hongkong, July 11, 1910.

SELF CURE NO FRICTION! NO DOCTORS! NO PAIN! THE NEW FRICTION THERAPY

is a remarkably new and simple method of curing all the most common ailments of the human body. It is a method of curing all the most common ailments of the human body. It is a method of curing all the most common ailments of the human body.

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## MALAY RUBBER INDUSTRY.

Impressions of a French Visitor to the Peninsula.

Writing from Singapore, a French correspondent of the Paris Financial News gives his impressions of a visit to certain rubber plantations in the Malay Peninsula. The impressions that I have gleaned, he writes, I am bound to say, are most favourable, and I cannot suppress my admiration for a movement so well planned and built upon such sound foundations. The general aspect of the country has been radically changed. The jungle has, so to speak, disappeared to make place for this new cultivation, and the hills, especially, or, to be more exact, the undulating ground which seems to have attracted more particularly the choice of the planters, has exchanged its wild vegetation for an entirely new verdure, pleasing and refreshing to the eye. But what more especially arrests attention, and forces admiration, are the interminable forests of Hevea already eight to ten years old, which cover in their symmetrical network enormous territories from which is being gathered seemingly fabulous wealth. These plantations, in fact, are maintained like highly-cultivated gardens, except that the soil is covered with a bed of dead leaves, which are allowed to accumulate thus forming an excellent manure; and, thanks to the shade which is given by the branches, a remarkably fresh temperature rules at every hour of the day.

COLLECTING LATEX.

Under these conditions it may be imagined the coolies voluntarily engaged themselves for a work to comparatively easy as that of tapping the trees, which, moreover, is only done in the early morning between the hours of five and nine or ten o'clock. It requires a large amount of manual labour owing to the fact that in the short space of time one coolie can scarcely tap more than 100 to 150 trees in a morning. The latex gathered in the cups is submitted to a series of operations with the view of permitting its transport to Europe under the best conditions possible.

The various manipulations (which I can only rapidly review) require a very minute care, as they play that principal part in regard to the price obtained by the merchant, which should respond to certain conditions of colour, transparency, elasticity, etc. The coagulation of the latex is obtained in the way to remove by the addition of a certain quantity of acetic acid and formic acid, or another agent employed which includes tannic acid and pure alcohol. The different coagulant is left from fifteen to twenty hours to operate. There are also certain mechanical processes of coagulation, less widely used, although more expeditious. Once coagulated, the mass is passed through a series of rolling mills, where it is transformed into bands of variable thickness according to the desire to obtain sheet, ropes, or block rubber. Under this form the rubber must then be dried.

The drying is done in the most perfect manner in order to prevent fermentation in transit, requires the greatest care and considerable time. This is done in a large, airy place, which must be well shaded, because the action of the sun would render the rubber sticky and of a very inferior quality. The humidity of the air is modified by placing in the centre, and in the corners of the room, quicklime or chloride of calcium. Numerous articles of bamboo support the sheets or crepes of rubber, which should be turned over every two or three days. Careful watch is kept for any sign of mould, which, if appearing, is wiped away with a cloth steeped in alcohol. The process of drying occupies two or three weeks. Having been duly dried the rubber barks transport very well.

CL. INSPIRATION.

The classical notion, and stamping of the rubber in the next process. It is necessary, in view of the various prices obtainable, that the sorting of the principal part should be done with great care, as the market would inevitably sell at an average lower price than some which had been rendered homogeneous by sorting. The thin and transparent sheets and crepes of rubber are those most sought after by the buyers. Next comes the sorting of the rubber. The rubber is placed in a small box, without any covering, in cases of white wood, manufactured with great care, and at a good price, in Japan, whence they are sent in pieces. The cases, when full, weigh about 60 kilos, and are a freight weight, as they are sent by navigation companies, who charge a rate of about £3 10s. a ton to London.

It will be seen that the various manipulations, particularly the tapping of the trees, require an important quantum of manual labour. Some estates in a remote corner of the peninsula employ a full bearing force of a variable number of coolies. In the province of Malacca, the manager of one of the largest estates informed me that two or three years hence he will require 30,000 coolies on his estate, which already employs more than 3,000,000. In these circumstances it is obvious that the question of manual labour of the Government, the constant consideration of the Government of the Straits Settlements, and that arrangements must be made for the importation of labour, in order that the colonies may not be left in a state of backwardness, and that the great benefit of the colony may not be compromised in the early stage.

## Rowland's Macassar Oil

FOR THE HAIR.

It is the best for the hair.

WHY?

BECAUSE it keeps the hair soft and pliable, and prevents it from becoming dry and brittle.

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## SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, August 30.

WILL.

Mrs Annie Smiley Clark, of Dundee Castle, South Queensferry, who founded and partly endowed the Annie Clark Fund for Incurables and gave large sums to the Paisley Infirmary, widow of Mr. Smiley Clark, of Paisley, has left £20,148; The Right Hon. Charles Stuart Parker, of Perthshire, and afterwards for Perth, £123,215. Captain Robert Marshall, a native of Edinburgh, and a well-known playwright, £22,259.

THIS WEEK'S STORY.

The belief prevails in many parts of Scotland that a medicine prescribed for any one member of a family must therefore be good for all the others, whatever the ailment. An example of this mistaken confidence occurred recently. A country doctor in charge of a somewhat anxious case met the husband of his patient on the roadside. "Well, John, how is the wife to-day," he asked. "She's gone, doctor." "Dear me; that's very sad." "Ay, doctor, it is that; I glad her son of you was bottle, and she just glibly was at three this morning." "Mistaken of right from the doctor. A long pause, during which John is thinking deeply. "Man, doctor, a woman feeling vary weak; ah! it's a good's blessing a dinnah tak' any o' that was bottle mass."

This recalls another story, showing even greater faith in the medical profession. A labourer on his way to his day's work called at a registrar's office to register the death of his father, who had died of apoplexy. He was asked to sign the death certificate, and he did so. He was then asked the date of the death, and he replied, "He's no dead yet; but he'll be dead afore night, so I thought it was best to register it now." "Oh, that won't do," said the registrar. "Perhaps your father will live till to-morrow." "Well, I don't know; but the doctor says he will, and he knows what he has said."

THE A C OF CRICKET.

A was the Annual match with our town. B was the Bat that I always brought down. C was the Centre I hastened to take. D was the Duck that I knew I would make. E was the End where the turf had got worn. F was the Field, too black to be worn. G was the Goggles I managed to stop. H was the Hit that the bowler let drop. I was the Innings too early that closed. J was the Jubilee that I should not play. K was the Kick-back my bat would play. L was the Leg that I stuck in the way. M was the Mid-off who promptly appealed. N was the "Not out" disgusting the field. O was the Overthrow, outbatted by a duck. P was my Partner, who played like a duck. Q was the Question, though "Yes" was replied. R was the Ran, which should never have tried. S was the Stand that decided the match. T was Third man, who appealed for a catch. U was our Umpire, uncommonly "allum." V was the Victory, mainly through him. W was the Wide which he chose to proclaim. X was the Xtra that won on the game. Y was the Yorker which bowled me a lot. Z was the Zero, the score I amassed. "Har! Har!" in Glasgow Herald.

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES.

If you suffer from any disease due to an impure state of the blood, such as eczema, psoriasis, or any other skin disease, you should use the value of Clarke's Blood Mixture, a world-famous Blood Purifier, and restore your system to its normal state. This medicine has 40 years' experience, and is a sure cure for all skin diseases, and the reason of this being undoubtedly because this wonderful remedy does what it promises to do—it cures skin and blood diseases permanently.

CL. INSPIRATION.

THE CLASSICAL NOTION, AND STAMPING OF THE RUBBER IN THE NEXT PROCESS.

It is necessary, in view of the various prices obtainable, that the sorting of the principal part should be done with great care, as the market would inevitably sell at an average lower price than some which had been rendered homogeneous by sorting. The thin and transparent sheets and crepes of rubber are those most sought after by the buyers. Next comes the sorting of the rubber. The rubber is placed in a small box, without any covering, in cases of white wood, manufactured with great care, and at a good price, in Japan, whence they are sent in pieces. The cases, when full, weigh about 60 kilos, and are a freight weight, as they are sent by navigation companies, who charge a rate of about £3 10s. a ton to London.

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## GEO. P. LAMMERT

AUCTIONEER.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction

on FRIDAY, the 30th September, 1910, commencing at 1.30 P.M., at No. 37, Kowloon Dock,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

(Particulars from Catalogue).

## HONGKONG AVERAGE MARKET PRICES.

Continued from Saturday, September 23rd, 1910.

At 100 units per Dowry Measure.

October Month.

Meat	
Best mutton & prime cut—Mol Hong Pak	10
Corried—Ham Ngan Yeh	10
Roast—Shih	10
Roast—Nga Lam	10
Soup—Tong Yeh	10
Steak—Nga Yeh Pa	10
Cutlet Ngan Yeh Bistola	10
Bananas—Nga Chong	10
Bullock's Brains—Nga Yeh	10
Tongue fresh—Nga Yeh	10
Corried—Ham Ngan Yeh	10
Head—Nga Yeh	10
Heart—Nga Yeh	10
Ham—Nga Yeh	10
Feet—Nga Yeh	10
Kidney—Nga Yeh	10
Tail—Nga Yeh	10
Liver—Nga Yeh	10
Tripe (undressed)—Nga Yeh	10
Cow's Head & Feet—Nga Yeh	10
Mutton Chop—Young Fat Kwai	10
Leg—Young Fat Kwai	10
Shoulder—Young Fat Kwai	10
Pigs Chittings—Chi Chong	10
Brains—Chi Chong	10
Feet—Chi Chong	10
Fry—Chi Chong	10
Head—Chi Chong	10
Heart—Chi Chong	10
Kidney—Chi Chong	10
Liver—Chi Chong	10
Pork Chop—Chi Chong	10
Corried—Ham Chong	10
Leg—Chi Chong	10
Fat or Hard—Chi Chong	10
Sheep's Head and Feet—Young Fat Kwai	10
Heart—Young Fat Kwai	10
Kidney—Young Fat Kwai	10
Liver—Young Fat Kwai	10
Smoking Pigs To Order—Chi Chong	10
Best—Nga Yeh	10
Mutton—Nga Yeh	10
Veal—Nga Yeh	10
Sausages—Nga Yeh	10
Poultry	
Chickens—Kai Chai	10
Capon, Large, Small—Kai Chai	10
Ducks—A	10
Doves—Pan Kwo	10
Egg—Hen—Kai Chai	10
Fowls, Canton—Kai Chai	10
Guinea—Kai Chai	10
Geese, Wild—Kai Chai	10
Mus Deer—Wong Kwo	10
Hare, Shanghai—Kai Chai	10
Partridge—Kai Chai	10
Pheasant—Kai Chai	10
Pigeons, Canton—Kai Chai	10
Hollow—Kai Chai	10
Quail—Hollow	10
Partridge—Wong Kwo	10
Snipe—Kai Chai	10
Turkeys—Kai Chai	10
Wild Ducks, Shanghai—Kai Chai	10
Tail—Kai Chai	10
Wild Ducks Canton—Kai Chai	10
Fish	
Salmon—Kai Chai	10
Bream—Kai Chai	10
Canton Fresh Water Fish—Kai Chai	10
Carp—Kai Chai	10
Catfish—Kai Chai	10
Codfish—Kai Chai	10
Crab—Kai Chai	10
Crawfish—Kai Chai	10
Dab—Kai Chai	10
Dace—Kai Chai	10
Dog Fish—Kai Chai	10
Eel—Kai Chai	10
Flounder—Kai Chai	10
Fresh water—Kai Chai	10
Fish—Kai Chai	10
Frog—Kai Chai	10
Gar—Kai Chai	10
Gudgeon—Kai Chai	10
Haddock—Kai Chai	10
Labrus—Kai Chai	10
Loach—Kai Chai	10
Lobster—Kai Chai	10
Mackerel—Kai Chai	10
Mullet—Kai Chai	10
Oyster—Kai Chai	10
Parrotfish—Kai Chai	10
Pike—Kai Chai	10
Plaice—Kai Chai	10
Pomfret—Kai Chai	10
Shrimp—Kai Chai	10
Sole—Kai Chai	10
Squid—Kai Chai	10
Tilapia—Kai Chai	10
Turbot—Kai Chai	10
Wahoo—Kai Chai	10
Yellow Perch—Kai Chai	10

Meat	
Best mutton & prime cut—Mol Hong Pak	10
Corried—Ham Ngan Yeh	10
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Roast—Nga Lam	10
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Cutlet Ngan Yeh Bistola	10
Bananas—Nga Chong	10
Bullock's Brains—Nga Yeh	10
Tongue fresh—Nga Yeh	10
Corried—Ham Ngan Yeh	10
Head—Nga Yeh	10
Heart—Nga Yeh	10
Ham—Nga Yeh	10
Feet—Nga Yeh	10
Kidney—Nga Yeh	10
Tail—Nga Yeh	10
Liver—Nga Yeh	10
Tripe (undressed)—Nga Yeh	10
Cow's Head & Feet—Nga Yeh	10
Mutton Chop—Young Fat Kwai	10
Leg—Young Fat Kwai	10
Shoulder—Young Fat Kwai	10
Pigs Chittings—Chi Chong	10
Brains—Chi Chong	10
Feet—Chi Chong	10
Fry—Chi Chong	10
Head—Chi Chong	10
Heart—Chi Chong	10
Kidney—Chi Chong	10
Liver—Chi Chong	10
Pork Chop—Chi Chong	10
Corried—Ham Chong	10
Leg—Chi Chong	10
Fat or Hard—Chi Chong	10
Sheep's Head and Feet—Young Fat Kwai	10
Heart—Young Fat Kwai	10
Kidney—Young Fat Kwai	10
Liver—Young Fat Kwai	10
Smoking Pigs To Order—Chi Chong	10
Best—Nga Yeh	10
Mutton—Nga Yeh	10
Veal—Nga Yeh	10
Sausages—Nga Yeh	10
Poultry	
Chickens—Kai Chai	10
Capon, Large, Small—Kai Chai	10
Ducks—A	10
Doves—Pan Kwo	10
Egg—Hen—Kai Chai	10
Fowls, Canton—Kai Chai	10
Guinea—Kai Chai	10
Geese, Wild—Kai Chai	10
Mus Deer—Wong Kwo	10
Hare, Shanghai—Kai Chai	10
Partridge—Kai Chai	10
Pheasant—Kai Chai	10
Pigeons, Canton—Kai Chai	10
Hollow—Kai Chai	10
Quail—Hollow	10
Partridge—Wong Kwo	10
Snipe—Kai Chai	10
Turkeys—Kai Chai	10
Wild Ducks, Shanghai—Kai Chai	10
Tail—Kai Chai	10
Wild Ducks Canton—Kai Chai	10
Fish	
Salmon—Kai Chai	10
Bream—Kai Chai	10
Canton Fresh Water Fish—Kai Chai	10
Carp—Kai Chai	10
Catfish—Kai Chai	10
Codfish—Kai Chai	10
Crab—Kai Chai	10
Crawfish—Kai Chai	10
Dab—Kai Chai	10
Dace—Kai Chai	10
Dog Fish—Kai Chai	10
Eel—Kai Chai	10
Flounder—Kai Chai	10
Fresh water—Kai Chai	10
Fish—Kai Chai	10
Frog—Kai Chai	10
Gar—Kai Chai	10
Gudgeon—Kai Chai	10
Haddock—Kai Chai	10
Labrus—Kai Chai	10
Loach—Kai Chai	10
Lobster—Kai Chai	10
Mackerel—Kai Chai	10
Mullet—Kai Chai	10
Oyster—Kai Chai	10
Parrotfish—Kai Chai	10
Pike—Kai Chai	10
Plaice—Kai Chai	10
Pomfret—Kai Chai	10
Shrimp—Kai Chai	10
Sole—Kai Chai	10
Squid—Kai Chai	10
Tilapia—Kai Chai	10
Turbot—Kai Chai	10
Wahoo—Kai Chai	10
Yellow Perch—Kai Chai	10

Meat	
Best mutton & prime cut—Mol Hong Pak	10
Corried—Ham Ngan Yeh	10
Roast—Shih	10
Roast—Nga Lam	10
Soup—Tong Yeh	10
Steak—Nga Yeh Pa	10
Cutlet Ngan Yeh Bistola	10
Bananas—Nga Chong	10
Bullock's Brains—Nga Yeh	10
Tongue fresh—Nga Yeh	10
Corried—Ham Ngan Yeh	10
Head—Nga Yeh	10
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Ham—Nga Yeh	10
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Frog—Kai Chai	10
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Mullet—Kai Chai	10
Oyster—Kai Chai	10
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Squid—Kai Chai	10
Tilapia—Kai Chai	10
Turbot—Kai Chai	10
Wahoo—Kai Chai	10
Yellow Perch—Kai Chai	10



## A. S. Watson &amp; Co., Ltd.

ESTABLISHED A.D. 1851.

WINE AND SPIRIT MERCHANTS.

## BRANDY.

	Per case of 1 doz.
1. SUPERIOR PALE, Red Capsule	23
2. SUPERIOR OLD COGNAC, Red Capsule	23
3. WATSON'S *** COGNAC, Gold Capsule	23
4. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	23
5. VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
6. FINEST OLD BROWN BRANDY, Gold and White Capsule	40
7. HENNESSY ***	30
8. BOTTLEMASTERS CHAMPAGNE LIQUEUR	40
Per Doz.	
9. FINE PALE COGNAC (MARIE BEZARD & ROGEE'S)	\$20.00
10. C. F. V. O.	64.80
11. VERY FINE LIQUEUR COGNAC, 60 Years Old	100.00

Note: For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 per Dozen.

## NEW PIANOS

ON HIRE

AT

\$10 PER MONTH.

Tuning and Regular Attention Inclusive.

S. MOUTRIE &amp; Co.,

LIMITED.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED,

ALEXANDRA BUILDINGS.

JUST ARRIVED.

New

Millinery

LATEST

FRENCH

MODELS.

Wm. Powell, Ltd.

ALEXANDRA BUILDINGS.

EMPIRE

CINEMATOGRAPH THEATRE.

PREMIER HALL OF THE COLONY.

DE VRIES ROAD CENTRAL.

Opposite Central Market.

2 Performances—7.15 to 9 and

9.15 to 11.30 P.M.

GRAND PROGRAMME OF

MAGNIFICENT FILMS.

Great Success of the eminent Soprano

Miss ADDIE LEIGH

in High-class and select Music.

The celebrated Soprano

Miss MAGGIE FRAZER

and Miss MAY LEWIS.

representation of the nationalities of the United Kingdom upon a proper basis through devolution. While other countries are struggling with the difficulties of dealing with sectional Governments already in existence, we are asked to plunge wistfully into the same difficulties—morely because we suffer other inconveniences which human infirmities provide under all forms of government without exception.

The other side of the question is discussed by the Westminster Gazette which sets out by asking: If Irish, Scottish, and Welsh choose to take a pride in their nationality—i.e., in the history, tradition, and sentiment which they have each in common—why should we grudge it them, or commit the folly of perpetually suggesting that it is incompatible with good citizenship of the United Kingdom or the Empire? The Englishman's passion for flat-ironing everything out to his own pattern is the main source of friction between Celt and Saxon, and is in no respect more irritating than in this unmeaning pretence that the words Welsh, Scotch, and Irish have merely an antiquarian significance. No one can travel through Germany

at the present time without feeling that one of the main sources of its strength is the variety of its types of culture and civilisation. There is no one vast city which sucks the blood out of the country and imposes its standard of manners and thought upon the whole population. You pass from one capital city to another, each with its own eminent citizens faithful to it, each with a complete society and a culture of its own. No one wants the Bavarian to call himself a Prussian, or grudge the Hamburger the privilege of calling himself the citizen of a free Republic, if it gives him pleasure, provided also that he acknowledges his loyalty to the German Empire. Everyone realises that if German unity could be threatened, it would be by an attempt to ride roughshod over the historical divisions and separate traditions of the German States. And yet, if a Scotsman or an Irishman puts in a plea for his nationality, he is heavily rebuked as the dupe of a phrase or roundly rated for a rebel and a separatist.

"We can imagine," concludes the Westminster Gazette, "a dozen schemes of devolution which would be entirely compatible with the supremacy of the Imperial Parliament, and a great aid to the businesslike conduct of affairs growing every year more complicated. We believe the solution of this problem to be one of the main questions of the future, and a more imminent question than some people realise at this moment."

It is interesting to read what the Scottish papers say about this Manifesto. Here is what the Scotsman says: "It is not by these crazy dreams that Scotland can be benefited. The grievance is solid—Unionists readily admit that. It is personified in Lord FORTLYND—that is to say, in chronic inefficiency. It is aggravated by the vagaries of a Lord Advocate with a bee in his bonnet. It is swollen to an insufferable extent by the narrow partisanship of the Radical members. The remedy is not verbosity, but action."

The Spectator declares that "the real and ultimate cause of these suggestions of Constitutional revolution involving 'Home Rule all round,' and some premature and dangerous attempt to snatch the fruit of Imperial unity before it is ripe, is the desire of certain politicians to get rid of what is in reality merely an inconvenience—the worry of Irish disaffection. But Irish disaffection is not to be eradicated in that way." Our contemporary quotes as apropos these words of Oliver Cromwell: "And if so what do you think the consequences of that would be? Would it not be confusion? Would it not be utter confusion? Would it not make England like Switzerland, one county against another, one canton of the Swiss against another? And if so what would that produce but an absolute desolation—an absolute desolation to the nation!"

## A TYPHOON.

The Kowloon Observatory have kept up informed the last two days of the appearance of a depression south of the Paracels and of the possibility of a typhoon forming in the trough there created.

To-day the Kowloon Observatory warns the American Consulate-General at Hongkong, by telegram, that there is a "cyclone or typhoon E. of Luzon, more than 300 miles distant—direction unknown."

Manila, September 24, 11.30 a.m.

"Cyclone or typhoon E. of Luzon, less than 300 miles distant, moving W."

The typhoon is supposed to be moving in a westerly direction, but at that there is no definite information. The sea just outside the waters of the Colony is very heavy indeed. The squally weather has continued during the afternoon and similar weather is to be expected on Sunday.

## THE COLONIAL CEMETERY.

At the meeting of the Sanitary Board on Tuesday afternoon the President, pursuant to notice, will move—That the Colonial Cemetery's Select Committee be empowered (1) to investigate and deal with all applications for interment in the Colonial Cemetery refused by the President, (2) to investigate and deal with applications for monuments exceeding 15 superficial feet (sub-section 2 of by-law 10 of the Cemeteries By-laws), and to report to the Board.

## NEWS OF THE DAY.

According to official investigations, the Korean residents abroad number 60,000, 60 per cent. of whom are in China and the rest in Hawaii and in Russian territories.

Correspondence relative to enclosing the verandah on the south block of the Hongkong Hotel will be submitted, at the meeting of the Sanitary Board, on Tuesday afternoon.

A Marine Court of enquiry into the circumstances attending the recent fire on board the British s.s. Kum Chow, is to be held on Monday, at 10.30 a.m. at the Harbour office.

The subsidies to be paid next year for Japanese consular services are estimated as follows:—Yen 351,000 for Japan Sea; Yen 27,714, Hokkaido; Yen 22,800, Kagoshima; Yen 15,480, Bonin Island; and some smaller amounts.

It is reported from St. Petersburg that Archbishop Nicolai, the head of the Greek Church in Japan, has tendered his resignation on account of ill-health, and intends to spend the remainder of his days at Smolensk in a monastery.

The P. M. s.s. Siberia, will make a special call at Manila next voyage and will leave this port on Monday, October 17th, at 5 p.m., leaving Manila on October 21st, Shanghai October 25th, and arriving in San Francisco as per schedule on November 18th.

Mr. Roosevelt has repudiated the published statement that he is planning to visit this next year, on the invitation of Prince Tsai Tao. He states that he has received no such invitation, and has no expectation of making the trip.

On Sunday the Portuguese cruiser Dona Amelia leaves for Macao previous to her departure for Manila and Home. On Friday night Mr. J. J. Leiria, Consul General for Portugal and Brazil, and Madame Leiria entertained the officers at a farewell dinner at their residence "Duarte."

Rules made for the storage of kerosene oil in the New Territories lay down that no premises will be licensed for storage unless built upon approved sites. The buildings must be built of brick or stone and have a concrete floor and not more than 900 gallons is to be kept on the premises.

The following condition has been added to the regulations relating to liquor licences in the New Territories:—"No wines or spirits shall be sold or supplied in any railway servant when on duty or in uniform. On breach of this condition the licence will be forthwith revoked without prejudice to any penalty incurred for such breach thereof."

Complaints by Chinese who have been rather scared by the recent collapses still continue to be made to the Public Works Department. To-day P. W. D. officials have been inspecting a block of rather shabby looking buildings in Wellington Street occupied as a firm's offices, the complaint having been laid by the Wah Tei Yat Po (the Chinese Mail) whose offices are adjoining. Precautionary measures were taken this afternoon.

An examination, open to all qualified natural-born British subjects, for appointment in the Civil Service of India or for Eastern Cadetships in the Colonial Service will take place in London in the month of August, 1911, and copies of the Regulations, syllabus of examination and forms of application to be filled up by the candidates may be obtained at the Hongkong Colonial Secretary's office.

The Warwick Major Comedy Company ended their season last night at the Theatre Royal, by putting on the extremely humorous farce "The New Boy." There was a good house, and the piece went with plenty of vim and gusto, so that the audience was tickled to almost continuous laughter. Chief honours fell to Mr. Kenneth Brampton in the title role. As the youthful looking husband who tried to palm himself off to his rich uncle as his (the husband's) son, he was screamingly funny, while Miss George Gordon was as vivacious and charming as ever in the part of the wicked little girl Nancy. The others also gave good interpretations of the various characters. The company left for the North to-day.

## GET IT TO-DAY.

EVERY family should be provided with a bottle of Chamberlain's Cough, Cholera, and Diarrhoea Remedy at this season of the year. Attacks of bowel complaint nearly always come on suddenly and when this remedy is at hand, all danger may be avoided. For sale by all chemists and druggists.

## COMPANY MEETINGS.

## Douglas Steamship Co., Ltd.

The ordinary general meeting of shareholders of the Douglas Steamship Co., Ltd., was held at the Company's Office, to-day.

Mr. J. G. Barton presided and there were present Messrs R. Shewan, J. W. C. Bonnar, Hon. Mr. H. Kewick, consulting committee; Messrs T. Hough and Cheung Shui and the secretary, Mr. J. Gomes.

The secretary read the notice convening the meeting.

The Chairman said—Gentlemen—We have to lay before you the report and accounts of the company for the year ending 30th June 1910, which I will, with your permission, take as read. It is with much regret that we are again unable to present a more satisfactory statement, but in view of the depressed state of shipping in the East generally we may congratulate ourselves that we have come through the year without an actual loss. During the first half of the period under review we had to contend with a serious shortage of freight on our line largely due to the havoc caused by the typhoon last autumn at Foochow. As regards the accounts there is little to specially remark on, the item under exchange account to debit of profit and loss account still continues to be a large one, as explained last year it is due to the advance rates of coast exchange and constitutes a serious charge on our earnings. I trust the proposal in the report as to the appropriation of the small profit and transfer from reserve fund of \$45,110.64 toward writing down of the value of the company's steamers and other properties will meet with your approval. It is well to keep the book values of these as low as possible. The incident to the Haiyang referred to in the report was fortunately not a serious one and cost of repairs, straightening and replacing some plates, etc., will be covered by her insurance. The personnel of our steamer is well maintained and much is due to the efforts of the officers and crew in reducing expenses, avoiding claims and securing comfort of passengers and safety in the running of the steamers. As to the future, gentlemen, I may say that seeing that the engagement in business referred to in the report has been fairly well maintained for the first months of the new financial year, that the price of coal is likely to be lower, and that as we hope to arrange a rise in freight rates by effecting, we have every reason to expect better results from the next twelve months' working. Before proposing the adoption of the report and accounts I shall be happy to reply to any questions from shareholders to the best of my ability.

There being no questions the Chairman proposed the adoption of the report and accounts.

Mr. T. Hough seconded and the motion was carried.

On the motion of Mr. T. Hough seconded by Mr. Cheung Shui, Mr. R. Shewan, Hon. Mr. H. Kewick and Mr. J. W. C. Bonnar were re-elected members of the consulting committee.

Mr. R. Shewan proposed and the chairman seconded and it was agreed that Messrs W. H. Potts and A. R. Lowe be re-elected auditors.

The Chairman—That concludes the business of the meeting gentlemen; thank you for your attendance. We trust we shall be able to do something better for you next year.

## Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.

The ordinary annual meeting of shareholders of the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., was held at the Office of the General Managers, Messrs Jardine, Matheson and Co., Ltd., to-day.

Hon. Mr. H. Kewick presided and there were present Sir Horamjee Mody, Messrs J. W. C. Bonnar, consulting committee; Messrs Lo Cheung Shin, Chan Sui Ki, Wong Leung Him, E. Ormiston, F. Holdt, H. Gittens, P. S. Jameson, acting manager, and the secretary. The secretary read the notice convening the meeting.

The Chairman said—Gentlemen—The reports and accounts having been in your hands for several days I propose with your approval to take them as read. As stated at our last meeting the prospects for the year were not favourable owing to the poor demand, and the continued advance in the price of cotton it has been extremely difficult to effect sales of yarn at a profit. At the present high prices dealers are chary of making further contracts, while the financial troubles in Shanghai, Szechow and other ports have all tended to reduce deliveries of old purchases. For half the year the mill has been running on short time and we are now working only 10 hours per day. In view however of the increasing accumulation of stocks and the absence of demand, the general managers are considering the advisability of further reducing the production. We have latterly been able to obtain an adequate supply of labour, but owing to changes which have been introduced to ensure more attention on the part of the workers and in the interest of economy we have recently had considerable trouble with the hands, but we are now settling down satisfactorily on the new basis. I regret to state that our mill manager, Mr. Alfred Shaw, has had to resign his position owing to ill health. Mr. P. S. Jameson has been appointed mill manager in his place. The increased European supervision, referred to at our last meeting, has proved beneficial and the quality of our yarn has been considerably improved. The immediate outlook cannot be considered encouraging, the abnormally high prices of the raw material making it impossible to obtain a covering price for our production. I may mention that our unused stocks of yarn were taken over at a price above that has since been disposed of at a price above that. You will be pleased to know that the machinery has been thoroughly overhauled and cleaned.

There being no questions the Chairman proposed the adoption of the report and accounts.

Mr. E. Ormiston seconded and the motion was carried unanimously.

On the motion of Mr. Hickman, seconded by Mr. Lo Cheung Shui, Messrs J. W. C. Bonnar and Sir Horamjee Mody were re-elected consulting committees.

Mr. W. H. Potts was re-elected auditor on the motion of Mr. Jameson seconded by Mr. Gittens.

The Chairman—That is all the business before the meeting gentlemen; I am sorry we have no dividends to collect.

## HOW TO CURE A COLD.

BE careful as you can, you will occasionally take cold, and when you do, get medicine, of known reliability, one that has an established reputation and that is certain to effect a quick cure. Such a medicine is Chamberlain's Cough Remedy. It has gained a world-wide reputation by its remarkable cures of the most common ailment, and can always be depended upon.

For sale by all chemists and druggists.

## THE BOILERMAKERS DISPUTE.

## CONFERENCE TO AGAIN MEET.

(Reuter's Service to the China Mail.)

London, September 24.

The Edinburgh Conference between the shipbuilders and the boilermakers adjourned to enable both sides to consider the proposals submitted. The conference will again meet to take up these points at a later date which is not yet fixed.

## TURKISH LOAN AGREEMENT.

## BRITAIN AND FRANCE.

(Reuter's Service to the China Mail.)

London, September 24.

The Foreign Office has announced that no action is being taken in Paris in connection with the Turkish loan agreement by the Cassel group of financiers except with its full cognizance and approval.

This is regarded as implying that French interests will not be allowed to be prejudiced.

## PERSIAN REGENTS DEATH.

## ANTI-DYNASTIC AMBITIONS.

(Reuter's Service to the China Mail.)

London, September 24.

A message from Tehran states that the death of the Regent creates a difficulty. Khan Sardar Assad is credited with an ambition to the Regency with a view to ultimately replacing the Kajar dynasty by the Bakhtiari.

It is probable that the Government, with the consent of the Majlis, will temporarily appoint the Premier to the position of Regent.

## TURCO-ROUMANIAN CONVENTION.

## AN ADMISSION.

(Reuter's Service to the China Mail.)

London, September 23.

The semi-official Press at Bucharest, while denying foreign exaggerations of the Turco-Romanian Convention, admits that a Convention has been signed, and says it is an amicable rapprochement in the cause of peace.

## GENERAL BOTHA'S POSITION.

(Reuter's Service to the China Mail.)

London, September 23.

The suggestion of General Botha's retirement has brought forth a shower of telegrams urging him to retain the Premiership.

Special concern is felt in Natal, where the prospect of a Merriman Ministry is much disliked.

## FORTIFYING PANAMA CANAL.

## JAPAN WATCHFUL.

(Reuter's Service to the China Mail.)

London, September 23.

The decision of the American Government to fortify the Panama Canal has evoked comment in France and Japan. It is reported that the Japanese Foreign Office has appointed a jurist to investigate the international bearings of the question.

## OFFICES TO BE ABOLISHED.

(Wah Tei Yat Po's Service.)

Peking, September 23.

The offices of Tootai General in Canton and Foochow are to be abolished.

## STRAITS BUDGET.

## INCOME TAX FORESHADOWED.

(From Our Own Correspondent.)

SINGAPORE, September 24.

His Excellency the Governor, in his annual statement, said that although there were difficulties still to be faced there were unmistakable signs of reviving prosperity, and these were reflected in satisfactory balances. The most gratifying feature of the year had been the success of the policy advocated by the Opium Commission, for, notwithstanding the increased prosperity and population there had been a substantial decrease in the consumption of the drug with increased receipts. His Excellency's speech foreshadowed an income tax of one per cent.

## SINGAPORE REFORMS.

## REPRESENTATIVE SYSTEM CONDEMNED.

Officials Severely Criticised.

(From Our Own Correspondent.)

SINGAPORE, September 24.

The report of the Municipal Commission recommends the abolition of the representative system and the appointment of Advisory Boards nominated by the Governor which shall sanction the Budget but not be concerned with the details of administration.

Severe censure was passed on certain prominent officials, whose alleged corrupt dealings are exposed.

## JAPANESE ARMY MANOEUVRES.

## EXTENSIVE WINTER MOVEMENT.

Emperor to Review Troops.

(Independent News Agency's Service to the China Mail.)

Tokyo, September 24.

Special and extensive manoeuvres in connection with the Japanese army will take place in the winter in the western province. The area to be covered includes the three Prefectures of Okayama, Hiroshima and Hyogo.

His Majesty the Emperor will review the troops during the manoeuvres which will last about a week, commencing on November 12.

## THE AMERICAN ARMY.

## "REAL CONDITION DEPLORABLE."

(Independent News Agency's Service to the China Mail.)

Tokyo, September 24.

A Washington despatch says that General Garlington of the American army states in his report that the real condition of the United States army is much to be deplored and that it would not be of much practical value in real warfare.

## YUEN SHI KAI.

## DECLINES OFFICE.

(Wah Tei Yat Po's Service.)

Peking, September 23.

Yuen Shi Kai has wired to the Grand Council that he has no intention of entering official life again.

## ANNEXATION PROTEST.

(Wah Tei Yat Po's Service.)

Peking, September 23.

Some Koreans, who declined to become subjects of Japan, have asked leave to be naturalised in China. The Civil Board has permitted them to become citizens of Tai Hing and Un Ping districts, of the province of Chihli.

## AMERICA'S CHANGED ATTITUDE.

## WARMTH OF RECEPTION DEMINISHED.

(Wah Tei Yat Po's Service.)

Peking, September 23.

Prince Tsui Shan has wired that his reception in America is not now so cordial as before.

THE GIN

that is in use

everywhere.



Unequalled for

quality

purity and

flavour.

THE GIN

'Par Excellence.'

H. Price &amp; Co., Ltd.

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Do not miss, Sept. 23, 1910.

## RAMBLING NOTES.

There is no question about it: the public are waiting with considerable impatience for the results of the enquiry which must be held into the recent house collapses in Hongkong. What they want to know is who really is responsible for what on the face of it looks like a wanton waste of human life, and to learn if there are any remedial measures at all possible to guard against a repetition of these disasters. Four collapses within six weeks with a loss of nearly twenty lives brings a blush of shame to Hongkong's fair fame.

Jerry-built houses for a long number of years have been a disgrace to the Colony, yet little has been done to alleviate the distress occasioned by such collapses. If landlords were held responsible something might be done by way of substantial remedy.

The F.W.D. has, of course, been freely blamed, but from what I can read into the present building regulations the theories which the Director goes upon are quite correct; it is merely the practical carrying of them out that is at fault. If the energy were concentrated upon the study of architects' plans and more time given to an inspection of the materials used in construction—especially in the case of Hongkong—would be spared the shame of building collapses.

At present a regular scare is prevailing in certain districts of the Colony regarding the stability of tenement houses of more than a dozen years of age and it looks as though the Government will be forced to institute a thorough inspection of a large number of houses now under suspicion. In order to restore confidence, we are paying to-day for the sins of omission and commission of yesterday; the bill will have to be met and the more resolutely the Government deals with the question the better for all concerned.

If real hard work forms the ideal of a week and outing, I am credibly informed that snipe shooting in the New Territory will at present give all the exercise a man desires. Recent heavy rains have left paddy fields and pathways covered with water and the sportsman who ventures must make up his mind to wade in mud and mire for miles after mile—and all for the off-chance of obtaining a shot. The birds have forsaken their usual haunts this year, it seems, and only stragglers are to be picked up.

Much more cheery news reaches me from Swatow and Amoy, where shooting prospects are reported to be very bright, with snipe plentiful and plump.

The murder cases which engaged the attention of the Supreme Court this week were both very terrible, and I am sorry that the crimes could not be brought home to the responsible parties. The vicious disregard for human life by the water-logged and labouring population of China is one of the saddest traits in its character.

The V.R.C. aquatic sports have attracted big crowds this week and young Logan has reaped further laurels. He is shaping into a phenomenally fast swimmer and I hope that he will one day have an opportunity of pitting himself against some of the crack swimmers in Home waters.

If there are any good swimmers among the American squadron now visiting Hongkong I hope some kind friend will bring to their notice the Harbour Swim arranged for Tuesday evening next at the Chinese Mutual Cup. This event is open to everybody, visitor or resident, and it will be a swim a mile in the open sea—that is, from Kowloon Police Pier to the wall of the Praya between Murray Pier and the V.R.C.

I suppose if the two characters who appear in the following story had been brought up in Hongkong, most people are aware, the hero's consciousness would have been unnecessary.

Harold (clinging to spar, after yacht accident): "It won't hold us both, Percy. It is not strong enough to bear the weight of you. You have a wife and family, and I have not. I'll let go, and you save yourself."

Percy: "But you, brave fellow, are younger than I am, and life is sweet. It is too great a sacrifice."

Harold: "No, no, Percy. But I have an engagement to the daughter of a baronet, and I'm satisfied."

Harold and Percy are not the only people in this world who are called upon to make a choice of alternatives. A good story is told by Mr. Plowden (the well-known London magistrate) about the wife of a notorious burglar whom was once cross-examining. "You are the wife of this man?" asked counsel. "Yes." "You knew he was a burglar when you married him?" "Yes." "How came you to contract a matrimonial alliance with such a man?" "Well, I thought it was getting old, and I had to choose between a burglar and a lawyer."

The lady, I presume, was speaking the truth, although she was "getting back" at the gentleman of the long robe. But for transparent honesty give me the agricultural labourer who is tempted by the view of a public house. Said the parson: "John, my friend, I am sorry to see you coming out of a public-house."

Whereupon John chirruped: "Yes, yer reverence, an' Ah's sorry to be seen coming out, but as Ah's no money left, an' t' landlady won't put it on t' table, Ah had t' come out, otherwise they wouldn't let me in for an hour or two as yet."

And while on the yarn quasi-theological the following from Scotland is not so bad: "Minister—"And how did Noah spend his time in the ark?"

Minister—"A very reasonable suggestion, my lad."

Small Boy (quarrelly)—"Bath would catch muck."

Minister (surprised)—"What makes you think that?"

Small Boy (knowingly)—"Because, yer see, he had only two wigs—us!"

## V.R.C. AQUATIC SPORTS.

## Second Day.

The attendance at the Victoria Recreation Club's annual aquatic sports on Friday evening was not quite so large as on the first day, which was probably due to the threatening state of the weather. Nevertheless the sports were just as interesting and enjoyable and at times were responsible for much excitement. The results were as follows:—

Two Lengths Handicap—First Heat—A. A. Barrow, 2nd sec. 34 sec., and R. C. Withall, 3rd sec., 38 sec., 2nd heat. Second Heat—J. A. S. Alver, 2nd sec. 38 sec., 3rd sec. Third Heat—A. A. Alver, 2nd sec. 34 sec., 3rd sec. Fourth Heat—O. H. Lyson, 2nd sec.

There were interesting events and closely contested.

200 yards scratch. Eight Lengths—Lat C. J. Cooke. Time, 2 m. 32 sec.

Peterson, Cooke and Claxton started for this race but Claxton soon gave up. For three lengths both swimmers were fairly level, Peterson being slightly in the rear. In the succeeding length Cooke materially increased his lead and from this time onwards it was soon that Peterson had no chance against the veteran in the art. Peterson then continued in Cooke breaking the record time, which he succeeded in doing.

Running Handicap—From Spring Board—1st, M. A. R. Souza.

Souza won this event on points, C. H. Lyson, C. Humphreys and A. S. Ellis also taking part.

Boys' Race—1st Master C. Ayris; 2nd Master J. Cruz.

This was a two lengths race for boys from twelve to fifteen years of age. There were four entrants and it was one of the most exciting contests of the day. Ayris maintained the advantage of his start and was an easy winner. Cruz was the winner of this event last year.

Timovine the Polo Ball—1st L. E. Lamont, 63 feet 10 inches; 2nd R. C. Withall.

Three tries were allowed and Lamont completely outdistanced the other competitors. McCabe, of Shanghai, was first last year, the distance being 67 feet 4 inches with R. C. Withall second at 66 feet 2 inches.

Four Lengths Handicap—Final—1st, A. A. Alver, 76 sec.

J. M. Roza Pereira, Peterson and Roza were the other contestants and they all turned the first length almost simultaneously and in coming up Roza and Peterson were swimming neck and neck. The race was a tight one. The decision for second place is to be decided to-day.

Ladies are invited to the sports this afternoon when the band of the Buffs will give selections of music.

## COMPANY REPORT.

Canton Insurance Office Limited.

The report of the General Agents and Consulting Committee of the above Company for the year 1909 states:—

1909 Account.—The amount standing to the credit of this account is \$504,461.63. It is proposed to deal with this in the following manner:—

Add to reserve fund ... \$ 40,000.00  
Add to re-insurance fund ... 10,000.00  
To pay a dividend of \$15.00 per share ... 150,000.00  
To carry to the credit of undervalue suspense account ... 304,461.63

\$504,461.63

Consulting Committee.—Since the last meeting Sir Paul Chater, Messrs. H. P. White and E. Shellin resigned their seats on leaving the Colony. The vacancies thus caused have been filled by the appointment of Sir H. N. Mody, Messrs. G. W. Barton and W. Logan.

In accordance with the terms of the Articles of Association all the members retire, but being eligible, offer themselves for re-election.

Androm.—Mr W. Hutton Potts being absent from the Colony, the Consulting Committee filled the vacancy by appointing Mr E. J. Chapman, F.O.A., of Messrs. Limited and Davis. This appointment renews the continuance of shareholders.

Messrs. W. Hutton Potts and H. Perry Smith, F.O.A., offer themselves for election to hold office until the next ordinary meeting.

JARDINE, MATHESON & CO., LTD., General Agents.

STATEMENT OF ACCOUNT FOR THE YEAR 1909.

Capital—10,000 shares of \$250 each—\$2,500,000 of which \$40 per share has been paid up.

## THE RAILWAY.

## Service of Trains.

The British section of the Kowloon-Canton Railway is to be opened this day week, and everything is in practically readiness for the running of the service of trains. The time-table has been arranged and is published in the current issue of the Gazette.

It will be seen that on week days in addition to an early morning train from Hung Hom there will be two trains leaving the Kowloon terminus daily. The first is at 8.30 a.m. and the other, (with the exception of Saturdays) at 4 o'clock. On Saturday the departure will be at 8.30 a.m. and 2.30 p.m., while on Sundays there will be an afternoon train at 2.30 p.m. The fastest train will be that which leaves on Saturday and Sunday afternoon, the whole run minutes over the hour. Stops are to be made at all stations. From the other end there will be three trains leaving every week-day at 6.40 a.m., 11 a.m. and 5.35 p.m., while on Sundays only one departure—at 5.35 p.m.

No doubt many will make use of the railway for pleasure trips, especially as there are, we believe, to be special rates for week-end parties. On Saturday and Sunday afternoons it will be possible to catch the 2.30 train, run through to the frontier, stay for two hours and be back again in Kowloon at 6.47 p.m., while on ordinary days the 4 p.m. train will allow of a nice little run being made. Taipei, which is only just a little over half an hour's ride, will doubtless become very popular. We append the time-table:—

DOWN TRAINS.

No. of Train. 1 3 5 7

Kowloon, Departure ... 8.30 a.m. ... 4.00 p.m.  
Hung Hom, Arrival ... 8.33 a.m. ... 4.03 p.m.

Yuenai, Departure ... 5.25 a.m. ... 3.38 a.m.  
Yuenai, Arrival ... 5.31 a.m. ... 3.44 a.m.

Yuenai, Departure ... 5.37 a.m. ... 3.50 a.m.  
Yuenai, Arrival ... 5.43 a.m. ... 3.56 a.m.

Yuenai, Departure ... 5.49 a.m. ... 3.58 a.m.  
Yuenai, Arrival ... 5.55 a.m. ... 4.04 a.m.

Yuenai, Departure ... 5.57 a.m. ... 4.02 a.m.  
Yuenai, Arrival ... 6.03 a.m. ... 4.08 a.m.

Yuenai, Departure ... 6.05 a.m. ... 4.10 a.m.  
Yuenai, Arrival ... 6.11 a.m. ... 4.16 a.m.

Yuenai, Departure ... 6.13 a.m. ... 4.18 a.m.  
Yuenai, Arrival ... 6.19 a.m. ... 4.24 a.m.

Yuenai, Departure ... 6.15 a.m. ... 4.20 a.m.  
Yuenai, Arrival ... 6.21 a.m. ... 4.26 a.m.

Yuenai, Departure ... 6.17 a.m. ... 4.22 a.m.  
Yuenai, Arrival ... 6.23 a.m. ... 4.28 a.m.

Yuenai, Departure ... 6.19 a.m. ... 4.24 a.m.  
Yuenai, Arrival ... 6.25 a.m. ... 4.30 a.m.

Yuenai, Departure ... 6.21 a.m. ... 4.26 a.m.  
Yuenai, Arrival ... 6.27 a.m. ... 4.32 a.m.

Yuenai, Departure ... 6.23 a.m. ... 4.28 a.m.  
Yuenai, Arrival ... 6.29 a.m. ... 4.34 a.m.

Yuenai, Departure ... 6.25 a.m. ... 4.30 a.m.  
Yuenai, Arrival ... 6.31 a.m. ... 4.36 a.m.

Yuenai, Departure ... 6.27 a.m. ... 4.32 a.m.  
Yuenai, Arrival ... 6.33 a.m. ... 4.38 a.m.

Yuenai, Departure ... 6.29 a.m. ... 4.34 a.m.  
Yuenai, Arrival ... 6.35 a.m. ... 4.40 a.m.

Yuenai, Departure ... 6.31 a.m. ... 4.36 a.m.  
Yuenai, Arrival ... 6.37 a.m. ... 4.42 a.m.

Yuenai, Departure ... 6.33 a.m. ... 4.38 a.m.  
Yuenai, Arrival ... 6.39 a.m. ... 4.44 a.m.

Yuenai, Departure ... 6.35 a.m. ... 4.40 a.m.  
Yuenai, Arrival ... 6.41 a.m. ... 4.46 a.m.

Yuenai, Departure ... 6.37 a.m. ... 4.42 a.m.  
Yuenai, Arrival ... 6.43 a.m. ... 4.48 a.m.

Yuenai, Departure ... 6.39 a.m. ... 4.44 a.m.  
Yuenai, Arrival ... 6.45 a.m. ... 4.50 a.m.

Yuenai, Departure ... 6.41 a.m. ... 4.46 a.m.  
Yuenai, Arrival ... 6.47 a.m. ... 4.52 a.m.

Yuenai, Departure ... 6.43 a.m. ... 4.48 a.m.  
Yuenai, Arrival ... 6.49 a.m. ... 4.54 a.m.

Yuenai, Departure ... 6.45 a.m. ... 4.50 a.m.  
Yuenai, Arrival ... 6.51 a.m. ... 4.56 a.m.

at \$4.65. Dairy Farms are somewhat easier with probable sales at \$10. At the annual general meeting of this company, which is advertised for the 8th October, we understand that the same dividend as last year, viz., \$1.50 per share, will be proposed. Electric continue in request at \$21, and there are also buyers of Union Water Boats at \$8. Powell's at \$13, and Watson's at \$8. There are sellers of Fenwick's at \$8.50, Pink Trans at \$13 and \$1.50 for the old and new issues respectively. Less at \$35, South China Morning Post at \$25, and China Light and Power at \$1.40.

Rubbers.—The following are the latest London quotations to hand by wire—

Highland and Lowlands ... 100/-  
London Ventures ... 70/-  
London Ventures ... 80/-  
United Sundrys ... 100/-  
Alagans ... 40/-  
Bata Tiges ... 25/-  
Sapong ... 50/-  
Lingris ... 50/-  
Eastman's International Trusts 12/6 prem.

SPORTING.

Football Notes.

With the advent of cooler weather things are getting ship-shape for the coming season, and there seems every indication of a really attractive time in store for lovers of the winter pastime. As yet none of the Clubs have held their yearly meetings, but the League has been to the front and begun to deal with the preliminary work which every season brings.

The outline of the League's activities as given by the Secretary at the annual meeting was most satisfactory, and it speaks much for the organisation of that body that fourteen teams were last season able to pull off all their fixtures without the need of playing a single game on a Sunday. This is especially gratifying to those who remember what constant difficulties were always cropping up in pre-League days with a far less number of Clubs to be considered. On this matter alone the League has thoroughly justified its existence, and one now begins to wonder how on earth we managed to get along without some such organisation.

Then how will dispute the fact that the League has tended to the elevation of the standard of football in the Colony. This, indeed, in my opinion, has been its chief function. In the olden days all that teams had on which to centre interest was the Shield Competition, and once knocked out of that there was an end to their hopes for the rest of the season. The decision on the part of the League going in addition to the Shield contests there is plenty of scope for players. The football public, like most other sections of humanity, has a very short memory, and is apt to take all these improvements without much thought of the ones whom they are due. It is needed a stickler for work and a warrior for ever, and such a one was found in Mr. Storrie, the present Secretary, who in the pioneer in the matter. I hope the many players who are able to enjoy the benefits of his forethought and hard work will always remember their indebtedness to him.

As to the League prospects it seems that there will be five and possibly six teams in the First Division. The decision on the part of the League to allow a team—As the latter cannot raise a team—as has been suggested—then there appears to be some possibility of Kowloon securing the services of two or three of the naval men who last year figured so prominently for the Yard. Really the decision on the part of the League to allow a team—As the latter cannot raise a team—as has been suggested—then there appears to be some possibility of Kowloon securing the services of two or three of the naval men who last year figured so prominently for the Yard.

I was glad to see the decision of the League to admit the Buffs and to give them every facility for finishing their matches before the date fixed for their departure. They have, as was said at the meeting, always been able to do so, though the League, being of the Buffs and no other team to take its place would be rather flat. As a member of the League remarked, it would be well-nigh a farce.

There is another little matter to which I must refer before bringing to a close my little batch of notes for the season 1910-11. Those who read the report of the League meeting will know the subject. It has to do with the "skinned" referees. Whatever the League has done to help the referees, it has done so with a personal grievance of his own can scarcely be guessed. He must surely have known that no league in the world could possibly exercise even if it had the audacity to assume the right of detaching them from the columns of the Press in commenting on their matches. He seems to have forgotten that there is such a thing as the liberty of the Press. Apparently he would muzzle and stifle all newspapers who dared to go so far as to criticise a referee. The idea of a League committee assuming the rights of censorship is too funny for words.

Without unduly pursuing the matter, there is one outstanding aspect of the incident which calls for comment. The referee who was "skinned" was, it is stated, a Hongkonger. The referee who was "skinned" was, it is stated, a Hongkonger. The referee who was "skinned" was, it is stated, a Hongkonger.

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## RUBBER SPONGES.

## (The Velvet Flat Circular Sponge).

Rubber Bathing Caps.

Latest Style.

We are offering these goods at less than cost to clear.

KINDLY CALL AND SEE OUR STOCK.

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Gold and Silver Plated.

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MANAGER—CHENG KAM MING (late Head Dispenser, Government Civil Hospital).

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63 A, Queen's Road Central. Hongkong, Sept. 8, 1910. 1099

deaf ear to what he considers gratuitous advice of others. If he has a really just grievance he can give ample publicity to his version of an affair as may have been given to the reflections on his abilities. No newspaper who has criticised a referee would for a moment suppress his side of the story. In the particular instance on which Barn father based his complaint not only was he given an opportunity of explaining the incident in dispute but an apology was inserted on the following day. What more does he want? Perhaps he would like referees to write for publication a eulogy of their own services and an explanation of every decision with which the crowd had disagreed. A referee who would allow a little adverse comment on his duties on the field of play to rankle in his mind for nearly a year and then, after having obtained his remedy through the columns of the Press, endeavour to stifle all independent criticism in the newspapers, hardly seems to me to be a very commendable course. He must surely have known that no league in the world could possibly exercise even if it had the audacity to assume the right of detaching them from the columns of the Press in commenting on their matches. He seems to have forgotten that there is such a thing as the liberty of the Press. Apparently he would muzzle and stifle all newspapers who dared to go so far as to criticise a referee. The idea of a League committee assuming the rights of censorship is too funny for words.

The Harbour Race.

Owing to-day being the last day of the V.R.C. aquatic sports, the big day—has been deemed advisable to postpone the time for the closing of the entries for the Harbour Race to Monday next, 25th inst., at 6 p.m. It has been considered that in the excitement of the finish of the sports some intending to enter, may forget to do so until too late.

The race, which is for cups presented by the China Mail, will be on Tuesday, 27th, (weather permitting) commencing at half past five p.m. from the Police Pier. A launch will leave the V.R.C. at 5.15 sharp to convey competitors to the starting point. The finish will be the Praya wall between Murray Pier and the V.R.C. premises.

Entries, accompanied with a fee of fifty cents, may be sent to Mr Frank Lamont, Hon. Sec. V.R.C. or the Sporting Editor, China Mail.

RUBBER.

Messrs Ellis and Ellis in their weekly rubber share circular state:—Last week we characterized the appearance of the Rubber Share Market as "a sorry one," and this week, without being unduly pessimistic, we may sum up the present position with three D's, viz., dull, dreary, and depressing. For a whole week prices have melted away from day to day until, at this writing, we have to record the lowest values yet touched since the post-bomb period. The quotation for the raw material has further receded from the price of a week ago and is wired out at 6.11d. per lb.

SURE CURE FOR DIARRHOEA.

A sudden attack of diarrhoea may be cured by a single dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Only in the most severe cases is a second or third dose required. Try it. It has a reputation of over thirty-five years behind it and is everywhere recognized as the most reliable remedy to use for diarrhoea. For sale by all chemists and druggists.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, AND SEATTLE, VIA SHANGHAI, MOJI, KOBE & YOKOHAMA.

Steamer. Tons. Captain. On or about.

SOVERIC 6332 F. S. Cowley 27th September  
KUMERIC 6333 G. B. McGill 29th October  
ATHEMIC 4383 J. Boyd 29th November

These steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. Calling at Amoy and Keelung if sufficient inducement offers. For further information, apply to DODWELL & CO., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS. REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

## Shipping

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS	VESSELS	TO SAIL ON	REMARKS
SHANGHAI	ASSAYE	29th Sept.	Freight and Passengers
LONDON, via UNDAI FORD	DELHI	1st Oct.	See Special of Call
LONDON & ANTWERP	SYRIA	About 5th Oct.	Freight and Passengers
SHANGHAI, MOJI, KOBE, YOKOHAMA	BORNEO	About 6th Oct.	Freight and Passengers

P. &amp; O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S.

## ROYAL MAIL STEAMSHIP LINE.

## EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 6 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec or St. John, N.B.:
EMPEROR OF JAPAN	EMPEROR OF IRELAND
SATURDAY, 28th Oct.	FRIDAY, 4th Nov.
EMPEROR OF CHINA	ALLAN LINE
SATURDAY, 29th Oct.	FRIDAY, 25th Nov.
EMPEROR OF INDIA	EMPEROR OF BRITAIN
TUESDAY, 29th Nov.	FRIDAY, 16th Dec.
EMPEROR OF JAPAN	ALLAN LINE
SATURDAY, 19th Nov.	FRIDAY, 13th Jan.
EMPEROR OF CHINA	ALLAN LINE
SATURDAY, 17th Dec.	FRIDAY, 10th Feb.
EMPEROR OF JAPAN	
SATURDAY, 14th Jan.	

Each Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTAGUE' carries only 'One Class' of Saloon Passengers (steward Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pender Street and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO. FOR PORTLAND, via MANILA, MOJI, KOBE, YOKOHAMA AND HONOLULU.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

FOR PORTLAND, via MOJI, KOBE AND YOKOHAMA.

SELJA 4459 OCEAN LINE, 12th October.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW AMOY &amp; FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

HAICHING, Capt. W. O. Passmore, TUESDAY, 27th Sept., at 10 A.M.

HAITAN, Capt. J. W. Evans, FRIDAY, 30th Sept., at 10 A.M.

HAIRANG, Capt. A. E. Hodgins, TUESDAY, 4th Oct., at 10 A.M.

FOR SWATOW AND RETURN.

HAIRUN, Capt. A. H. Stewart, SUNDAY, 25th Sept., at 11 A.M.

HAIRUN, Capt. A. H. Stewart, WEDNESDAY, 28th Sept., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be allowed.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.,

General Managers.

Hongkong, June 23, 1910.

## THE EASTERN &amp; AUSTRALIAN MAIL SERVICE

## TO AUSTRALIA.

## MAIL SCHEDULE.

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	Sept. 26	Oct. 8th, at Noon
ALDENHAM	Oct. 21	Oct. 19th, at Noon
EMPEROR	Nov. 15	Nov. 27th, at Noon
ST. ALBANS		Dec. 10th, at Noon

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electric Light. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply

JIBB, LIVINGSTON &amp; CO.,

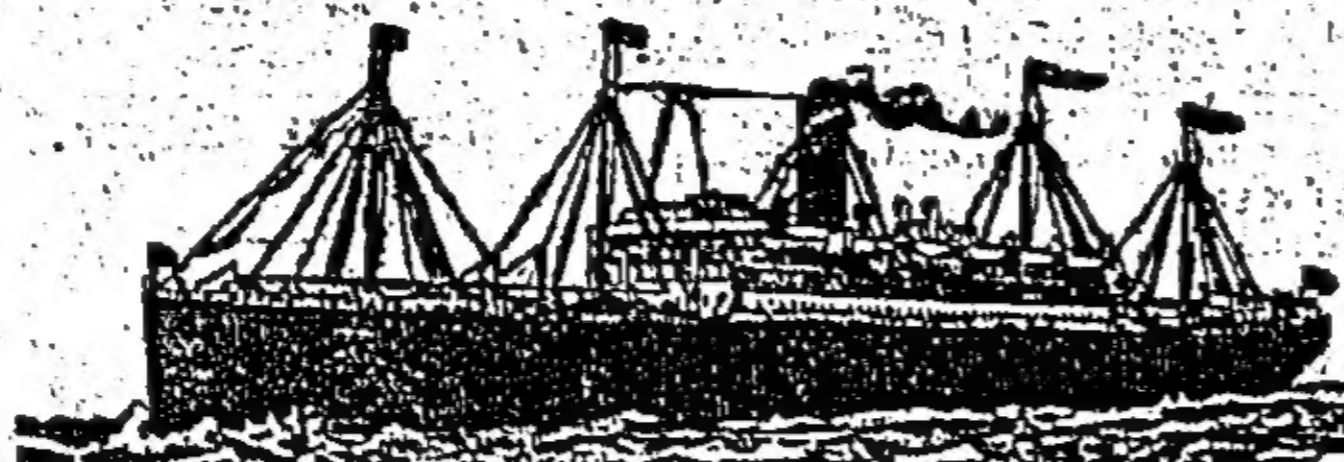
Agents.

Hongkong, November 2, 1908.

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

## U.S. MAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SAILING DATE	TO SAIL
KOREA	18,000	SATURDAY, 1st Oct., at 1 p.m.	1st Oct., at 1 p.m.
KIPPOON MARU	11,000	SATURDAY, 15th Oct., at 1 p.m.	15th Oct., at 1 p.m.
SIBERIA	13,000	MONDAY, 17th Oct., at 1 p.m.	17th Oct., at 1 p.m.
MANOHURI	27,000	SATURDAY, 23rd Oct., at 1 p.m.	23rd Oct., at 1 p.m.
OHIO MARU	24,000	SATURDAY, 30th Oct., at 1 p.m.	30th Oct., at 1 p.m.
MONSIEUR	21,000	SATURDAY, 3rd Nov., at 1 p.m.	3rd Nov., at 1 p.m.
TEIKO MARU	21,000	SATURDAY, 10th Nov., at 1 p.m.	10th Nov., at 1 p.m.

Two Curves, Triple Screw Steamers, x-Via Manila.

The P. M. S. KOREA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on SATURDAY, 1st October, at 1 p.m.

Fares: Hongkong to London £71, 10s. Return six months £120 34 months £125, including Berth and Meals across America.

## INTERMEDIATE SERVICE.

China, 10,200 Tons, SATURDAY, 29th Oct., at 1 p.m.

Asia, 9,500 Tons, SATURDAY, 19th Nov., at 1 p.m.

The a.s. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, October 29th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports £243.

Hongkong to London via New York £245.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kure's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

## OSAKA SHOSHEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with

## THE CHICAGO, MILWAUKEE &amp; PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
VICTORIA, B.C. & TACOMA	SEATTLE MARU	6,182	Wednesday, 5th Oct., at Noon.
VIA MOJI, KOBE AND YOKOHAMA	Capt. T. Saito		
VICTORIA, B.C. & TACOMA	OHIO MARU	6,182	Wednesday, 2nd Nov., at Noon.
VIA MOJI, KOBE AND YOKOHAMA	Capt. I. Goto		

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TAMSAI via SWATOW & AMOY	JOSEPH MARU	SUNDAY, 25th Sept., at 8 A.M.
AMOY via SWATOW & AMOY	SOBU MARU	WEDNESDAY, 22nd Sept., at Noon.
SHANGHAI via SWATOW	Capt. Y. Yamamoto	THURSDAY, 6th Oct., at Noon.
AMOY AND FOCHOW	BUJUN MARU	
	Capt. Y. Fuzuno	

SPECIAL REDUCTION OF 20% will be allowed to 1st and 2nd class passengers to FOCHOW during the two months of August and September, 1910.

CHARTERED THROUGH PASSENGER TO NANKING, in connection with the Nankin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION, HONGKONG-NANKING, RETURN.

1st Class, £72.00. 2nd Class, £55.00. 3rd Class, \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

The newly built steamers: 'Onokuni Maru' and 'Bosun Maru'—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailing, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROL, Manager.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	TO SAIL
NAPLES, GENOA, ALEXANDRIA, SUEZ, PORT SAID, ANTWERP & HAMBURG	DEUTSCHLAND	(17,000)	WEDNESDAY, 5th Oct., at Noon.
SHANGHAI, NAGASAKI, YOKO, KURE & YOKOHAMA	YONKE	(18,000)	WEDNESDAY, 5th Oct.
MANILA, ANGAU, Y.A.P., NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	GOBLER	(6,750)	SATURDAY, 8th October, at Daylight.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	(8,100)	TUESDAY, 12th Oct.
GUDAT AND SANDAKAN	BORNEO	(5,000)	End of October.

For further Particulars apply to

Norddeutscher Lloyd, MELOERS &amp; CO.,

General Agents, Hongkong &amp; China.

## Shipping.

## CANADIAN PACIFIC RAILWAY CO.

## FOR VANCOUVER.

## THE Steamship SUVERIC.

From Hongkong, on TUESDAY, 27th September, for VANCOUVER Direct.

To be followed by

KUMEROO, 29th October.

ATYMERIO, 30th November.

SUVERIC, 15th December.

COEANO, 17th January.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO., HONGKONG.

Hongkong, Sept. 13, 1910. 1118

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship JAPAN, Captain A. STEWART, will be despatched for the above ports on TUESDAY, the 27th September, at Noon.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, September 24, 1910. 1161

## AUSTRIAN NAVIGATION COMPANY.

STEAM FOR ROME AND TRIESTE Direct, calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VANICE AND ADRIATIC PORTS).

THE Co.'s Steamship VORWARTS, Captain BENNETT, will be despatched as above on TUESDAY, the 27th inst., P.M.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong August 30, 1910. 1069

## FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELHI, Captain G. W. CONNOR, A.M.S., carrying E.L. Major's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 1st October, 1910, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship China, 7,912 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the R.M.S. Egypt, due in London on the 12th November, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, Sept. 17, 1910. 1134

## 'INDIA' LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship INDIAN, Captain W. GRAY WILLIAMS, will be despatched as above on or about 13th October.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, Sept. 19, 1910. 1144

## MARTIN'S APIOL-STEEL PILLS.

For further Particulars apply to

MARTIN'S APIOL-STEEL PILLS.

For further Particulars apply to

MARTIN'S APIOL-STEEL PILLS.

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MARTIN'S APIOL-STEEL PILLS.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	TO SAIL
SHANGHAI	TUNGSHING	TUESDAY, Sept. 27, at Noon.
SHANGHAI	WANSUNG	WEDNESDAY, Sept. 28, at Noon.
YUENHSIN	CHIPSUNG	THURSDAY, Sept. 29, at Noon.
MANILA	LOUNGSAUNG	FRIDAY, Sept. 30, at 4 p.m.
SHANGHAI, KOBE AND MOJI	KUITSUNG	TUESDAY, Oct. 4, at Noon.
MANILA	YUENHSUNG	FRIDAY, Oct. 7, at 4 p.m.
SINGAPORE, PENANG, SAMSANG AND CALCUTTA	SAMSANG	SATURDAY, Oct. 8, at Noon.

RETURN TOUS TO JAPAN, Occupying 24 days.

THE steamers Kulsung, Namsung and Fooking leave about every 3 weeks for Hongkong, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choochoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kodaik, Labad, Sumpore, Tawao, Ussak, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

## CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	TO SAIL
SHANGHAI	AMOI	Sept. 25, Daylight.
TIENTSIN	KOCHING	Sept. 25, Daylight.
MANILA	TAI	Sept. 27, at 4 p.m.
SHANGHAI	CHENAN	Sept. 29, at 4 p.m.
MANILA, ZAMBOANGA, and USUAL AUSTRALIAN PORTS	CHANGSHA	Sept. 30, at 4 p.m.
CHEFOO & NEWCHANG	NANGHANG	Oct. 1, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chienan, Linan, Chihna)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

S.S.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's lamp leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage,

# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1911.  
PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMER	Leave Hongkong	Connecting Steamer from Colombo to Marseilles and London	Due Marseilles (Brindisi 3 days earlier)	Due Plymouth (London 1 day later)
DELHI	Feb. 4	Mantua	Mar. 4	Mar. 10
ARCADIA	Feb. 18	Malwa	Mar. 18	Mar. 24
ASSAYE	Mar. 4	Macedonia	Apr. 4	Apr. 10
MARMORA	Mar. 18	(Through Str. call at Bombay)	Apr. 18	Apr. 24
DEVANEA	Apr. 4	Moldavia	Apr. 29	May 5
DELHI	Apr. 18	Mongolia	May 13	May 19
ASSAYE	Apr. 29	Morea	May 27	June 2
DELTA	May 13	Mooltan	June 10	June 16

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Suez).

1st Saloon.....£71.10 Single £106.14 Return.  
2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

### LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leave Hongkong	Due London
SUNDA	Jan. 25	March 11
NUBIA	Feb. 8	March 25
SYRIA	Feb. 22	April 8
NORRE	Mar. 8	May 4
PALAWAN	Mar. 22	May 18
BORENE	Apr. 5	June 1
SUMATRA	Apr. 19	June 15
NILE	May 3	June 29

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARES TO LONDON (Including Suez).

1st Saloon.....£55.0 Single £83.10 Return.  
2nd ".....£38.10 " £57.4 "

For further particulars apply to

E. A. HEWETT, Superintendent.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

For	STEAMER	CAPTAIN	To SAIL
SHANGHAI, KOBE and YOKOHAMA	OCEANIC	SELLERS	Sept. 28, p.m.
MARSEILLES, Via Port	TOURANE	LANGERON	Sept. 27, at 1 p.m.
SHANGHAI, KOBE and YOKOHAMA	DUNDEE	REID	Oct. 10, p.m.
MARSEILLES, Via Port	V. OZOTAT	HARLON	Oct. 11, at 1 p.m.

## HAMBURG-AMERIKA LINIE, HAMBURG.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,  
Via STRAITS AND COLOMBO.  
To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, & Kobe Yokohama	For Marseilles, Havre & Hamburg
S.S. O. FERD. LAEISZ, 25th Sept.	S.S. AMERICA, 4th Oct.
S.S. ARMENIA, 6th Oct.	For Havre, Hamburg & Antwerp
S.S. SENEGAMBIA, 21st Oct.	S.S. BADENIA, 8th Oct.
S.S. SUEVIA, 4th Nov.	For Marseilles, Havre & Hamburg
S.S. WESTPHALIA, 12th Nov.	S.S. O. FERD. LAEISZ, 22nd Oct.
S.S. ARABIA, 18th Nov.	For Rotterdam, Havre & Antwerp
S.S. SCANDIA, 1st Dec.	S.S. BELORAVIA, 2nd Nov.
	For Havre & Hamburg
	S.S. ARMENIA, 26th Nov.

For further Particulars, apply to:

HAMBURG-AMERIKA LINIE, Hongkong Office.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
SAFRO	2540	A. Fraser	Manila	Oct. 1, at Noon
RUBI	2540	B. Rogers	Manila	Oct. 8, at Noon

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

### S.S. 'MARMORA,' 10,500 tons.

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON, Via BOMBAY.

WILL leave Hongkong on MARCH 18th, 1911, staying at Bombay 24 hours only and is due to arrive at MARSEILLES... April 15th.  
LONDON... April 22nd.

FARES TO LONDON—

1st Saloon.....£71.10 Single £106.14 Return.  
2nd ".....£48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1910.

## Hongkong—New York.

AMERICAN-ASIATIC STEAMSHIP COMPANY.



FOR NEW YORK, via PORTS AND SUEZ CANAL.

With liberty to call at the MALABAR COAST.

S.S. INDRAVELLI on or about 21st October, 1910.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, September 22, 1910.

## DIRECT ROUTE TO AMERICA. GREAT NORTHERN S.S. CO.

### S.S. 'MINNESOTA,' 28,000 TONS.

CAPTAIN T. W. GARLICK

MANILA, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA FOR SEATTLE.

SAIL FROM HONGKONG ON MONDAY, OCTOBER 31st, AT NOON

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Manila, Suez, Aden, India, London and Paris.  
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Landry, Telephone, etc.  
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.  
For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.  
For full information regarding freight or passage apply to

NIPPON YUSEN KAISEI, Agents.

Hongkong, March 17, 1910.

## THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUIS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the World.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.  
OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East:  
16, DES VOEUX ROAD, Hongkong.  
Hongkong, April 4, 1908.

'BEN' LINE OF STEAMERS	'SHIRE' LINE OF STEAMERS, LIMITED.
NOTICE TO CONSIGNEES	NOTICE TO CONSIGNEES
STEAMSHIP 'BENVENUE'	FROM EUROPE
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.	

CONSIGNEES of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Goods not cleared by the 24th inst., at 8 p.m., will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
All damaged packages must be left in the Godown, where they will be examined at 9.30 a.m., on the 24th inst.  
No claims will be admitted after goods have left the Godown, nor will they be recognized if presented within 10 days of vessel's arrival here.  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, Sept. 19, 1910.

THE Company's Steamship Flinders having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
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JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, Sept. 19, 1910.

## NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship O. FERD. LAEISZ, Captain KRAIST, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against Bills of Lading countersigned by the Undersigned.  
Optional Cargo will be carried on unless notice to the contrary be given to-day.  
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9 p.m.  
No Fire Insurance will be effected by us in any case whatever.  
This steamer brings on cargo:  
Extra. President Zenois from New York.  
Ex. a.s. Germania from Gothenburg.  
Ex. a.s. Eola from Stettin.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, September 22, 1910.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ EITEL FRIEDRICH, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns, and all goods remaining undelivered after the 27th of September, will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of Sept., at 9.30 a.m.  
All claims must reach us before the 1st of October, 1910, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MEMBERS & CO., General Agents.

Hongkong, September 20, 1910.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

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